

# WHAT YOUR INSPECTOR WILL CHECK

Think Safety

Pensons Sécurité

## MD-RA

### Minister's Delegates-Recreational Aviation Représentants du Ministre-Aviation de Loisir

Inspection Service

Service d'inspection

(Y) Indicates compliance with requirements for Amateur Built aircraft contained in the applicable sections of CARs and the exemption from section 549.01 of the Canadian Aviation Regulations and Chapter 549 of the airworthiness manual - airworthiness standards-amateur -built aircraft.

(N) Indicates non-compliance.

(N/A) Indicates not applicable.

NOTE: The builder must be present at all inspections, and be able to answer all of the questions in this document.

#### Section 1.1 Compliance with Amateur-Built Requirements

1. Has the builder filed a Letter of Intent? (Y N)
2. Amateur Built Information Package available? (Y N)
3. Is the builder familiar with the applicable legislation? (Y N)
4. Does the aircraft Gross Weight comply? (Y N)
5. Does aircraft wing loading indicate high performance? (Y N)
6. Will the builder be requesting Aerobatic Waiver? (Y N)
7. Does the aircraft design meet aerobatic Requirements? (Y N)
8. Is the aircraft of composite construction? (Y N)  
If Yes- also complete Section 1.6
9. Is builder familiar with special inspection requirements? (Y N)
10. Will the builder be incorporating any modifications to the structure which will affect flight, structural integrity of the aircraft, or eligibility for aerobatic waiver? (Y N)
11. Will aircraft be built from a kit? (Y N)
12. Does the builder have copies of applicable newsletters or other pertinent information from the kit supplier? (Y N)
13. Does the kit meet the Major Portion Requirements? (Y N)
14. Will the builder use professional assistance? (Y N)  
If yes, give details below.
15. What work will be subject to assistance? \_\_\_\_\_
16. Does the builder have "Acceptable Methods, Techniques and Practices" (AC 4313 1B or latest amendment)? (Y N)
17. Has the builder established a project record system? (Y N)
18. Are drawings available? (Y N)
19. Is the shop adequately heated and does it provide the proper environment for the construction of the project? (Y N)

## Section 1.2 Box Spar Inspection

- 1.. Does builder have invoices for materials? (Y N)
2. Do parts conform to drawings- dimensions, material? (Y N)
3. Are interiors of box sections treated against deterioration?(eg zinc chromate, varnish, etc.) (Y N)
4. Is proper ventilation and drainage provided in all closed sections? (Y N)
5. Is craftsmanship to accepted practice (excess glue, fit, etc.)? (Y N)
6. How were alignment and symmetry assured ?(jigs, trammels, etc)\_
7. What provision has been made to allow testing of weld and /or glue samples? Explain
8. Have all relevant data been entered in project files? (Y N)

See section 1.6 for additional items for composite aircraft.

## Section 1.3 Pre- Cover Inspection

### GENERAL

1. Have all Box Sections been inspected previously? (Y N)
2. Have all discrepancies from previous Box Section or pre cover inspections been rectified? (Y N)

### FUSELAGE (HULL)

3. Are welded parts to accepted practice? (Y N)
4. Are attachment fittings to accepted practice? (Y N)
5. Are all drilled holes properly located, free from elongation and are interiors treated for protection from environmental deterioration? (Y N)
6. Is venting and drainage provided and are there any moisture traps evident? (Y N)
7. Are all surfaces protected against environmental deterioration? (Y N)
8. Is all attachment hardware employed and safetied? (Y N)
9. Are rivets, where employed, of proper type (ref dwgs) and suitably installed?
10. Is sheet metal fabrication to accepted practice? (Y N)
11. Are fittings fabricated to acceptable practice and do they conform to dwgs? (Y N)
12. Has builder assured alignment and symmetry? (Y N)
13. Is craftsmanship up to accepted practice? (Y N)

### MAINPLANE (WINGS)

1. Are all drilled holes properly located , free from elongation and interiors treated for protection from environmental deterioration? (Y N)
2. Are all surfaces protected against environmental deterioration? (Y N)
3. Are all compression members secure and free of bends or other apparent defects? (Y N)
4. Has provision been made against chafing of drag and anti-drag wires? (Y N)
5. Has builder assured symmetry? (Y N)
6. Is craftsmanship to accepted practice? (Y N)
7. Have provisions been made for drainage and ventilation? (Y N)
8. Is all attachment hardware employed and safetied? (Y N)
9. Have all bays been trammelled? (Y N)

## Section 1.3 Pre-Cover Inspection

### CONTROL SURFACES

1. Are all drilled holes properly located, free from elongation and are interiors treated for protection against environmental deterioration? (Y N)
2. Are all surfaces protected against environmental deterioration? (Y N)
3. Is craftsmanship to accepted practice? (Y N)
4. Have provisions been made for drainage and ventilation? (Y N)
5. Is all attachment hardware employed and safetied? (Y N)
6. Has builder assured symmetry? (Y N)

### UNDERCARRIAGE

1. Type: Wheels  Skis  Floats
2. Is undercarriage complete? (Y N)
3. Is undercarriage installed? (Y N)
4. Are all attachment fittings secured and safetied? (Y N)
5. Is brake plumbing, components, and all attachment hardware employed and safetied? (Y N)
6. Has undercarriage symmetry been assured? (Y N)

### SAILPLANE

1. Is towhook installed? (Y N)
2. Towhook attachment OK? (Y N)
3. Is tow hook properly located in reference to data? (Y N)

SEE SEC. 1.6 FOR ADDITIONAL ITEMS FOR COMPOSITE AIRCRAFT

## Section 1.4 Final Inspection

No.	Operations	Notes
<b>GENERAL</b>		
1.	Have all re-inspection and discrepancies noted on previous inspections been rectified?	(Y N)
2.	Have all cowls, covers, inspection openings, fairings, etc. been removed to allow access for proper inspection?	(Y N)
<b>FUSELAGE (HULL)</b>		
1.	Are all attachment fittings to accepted practice?	(Y N)
2.	Is all attachment hardware employed and safetied?	(Y N)
3.	Are there inspection openings for all critical areas?	(Y N)
4.	Is ventilation and drainage provided?	(Y N)
5.	Are acceptable fastening methods (glue, rivets, etc.) employed throughout the structure?	(Y N)
6.	Are all surfaces protected against environmental deterioration?	(Y N)
7.	Firewall material and thickness- Correct? Is it sealed?	(Y N)
<b>CONTROL SYSTEMS</b>		
1.	Are all controls secured and safetied?	(Y N)
2.	Are control stops provided?	(Y N)
3.	Are pulley of proper diameter for bends involved, suited to cable size, and provided with cable guards?	(Y N)
4.	Is cable fabrication to accepted practice?	(Y N)
5.	Has builder access to "go-no-go" gauge to check nicopress sleeves after squeezing?	(Y N)
6.	Is all hardware throughout systems installed and safetied?	(Y N)
7.	Is there full throw of all controls with seats occupied and harness secured?	(Y N)
8.	Are fairleads incorporated which alter cable direction in excess of 3 (three) degrees?	(Y N)
<b>EXITS</b>		
1.	Can aircraft be rapidly cleared in the event of an emergency?	(Y N)
2.	Is there provision for emergency external release of canopy or door?	(Y N)
3.	Is the external emergency canopy/door release placarded?	(Y N)

## WINDSHIELD AND WINDOWS

1. Are windshield and windows of acceptable materials? (Y N)
2. Are they braced for positive and negative pressure? (Y N)
3. Are they free from distortion to allow proper vision? (Y N)

## BAGGAGE COMPARTMENT

1. Are walls and floor to specifications? (Y N)
2. Does weight and balance reflect loading of this compartment? (Y N)
3. Are baggage restraints installed? (Y N)

## CABIN / COCKPIT

1. Instrument and gauge installation and range markings ok? (Y N)
2. Are all primary minimum instruments readily visible to pilot at a single viewing? No scrolling permitted on glass type displays. (Y N)  
A standalone magnetic compass is mandatory unless the electronic Instrument has battery backup.
3. Is fire extinguisher properly mounted (metal bracket) and is it accessible with harness secured? (Y N)
4. Are the following placards installed? (Y N)  
Fireproof Aircraft Identification Plate. (Per CAR 201.01) (Y N)  
Aerobatics prohibited (Y N)  
Passengers prohibited (Y N)  
Amateur built warning (Must be Bilingual) (Y N)  
Compass deviation card (Y N)  
Canopy/door release - Exterior and Interior (Y N)
5. Are seat belts to aeronautical standard (TSO) or equivalent? (Y N)
6. Are seat belts anchored to the primary structure? (Y N)
7. Are weight and balance report figures within design specifications? (Y N)
8. Is the fire extinguisher rated for the type of material used in this aircraft? (Y N)

## ENGINE INSTALLATION

1. Are all controls secured and safetied, with no excessive play, and no evidence of binding or interference *throughout full travel*? (Y N)
2. Is oil tank secured and safetied? (Y N)
3. Is crankcase breather lin installed including auxiliary vent opening? (Y N)
4. Is ignition harness to accepted practice and in good condition? (Y N)
5. Are magneto wires sound and is the switch grounded directly to the engine? (Y N)
6. Are cabin and carburettor heat mufflers and hoses to accepted practice and condition? Are cabin heat valves made of fireproof material? (Y N)  
Is carburettor heat provided to accepted practice and condition? (Y N)  
**Carburettor heat is mandatory for all Carburettor installations**
7. Is engine mount free from bends and apparent defects and is attachment hardware in safety? (Y N)
8. Is cowl security, condition and methods of attachment to accepted practice? (Y N)
9. Is the engine ground-strapped directly to the airframe? (Y N)

## ELECTRICAL SYSTEM

1. Has the builder used specified type and gauge of wire? (Y N)
2. Are grommets used and is wire secured? (Y N)
3. Are fuses or circuit breakers employed? (Y N)
4. Is battery installation to accepted practice and have provisions been made for venting and spill damage. (Y N)
5. Is structure around battery protected against spillage? (Y N)

## PROPELLOR

1. Is condition and type to accepted practice? (Y N)
2. Are propellor bolts of correct length and in safety? (Y N)
3. Are propellor bolts torqued to manufacturing spec? (Y N)
4. Has propellor track been checked? (Y N)
5. Is spinner fabrication and installation to accepted practice? (Y N)

**GENERAL**

- 1. Is pitot tube secure and clear? (Y N)
- 2. Are sufficient access openings provided for proper servicing and maintenance? (Y N)
- 3. Are registration markings properly installed, legal size and of sufficient contrast to background colours? (Ref Std 222.01) (Y N)
- 4. Is an approved first aid kit installed and readily available? (Y N)
- 5. Is an approved ELT installed? (Fixed wing only) (Y N)
- 6. Has control rigging and function been checked? Have control movements been checked by builder? (Y N)

**NOTE: Builder supplies these data, inspector records them below.**

Control	Side	Desired Direction	Measurement
Aileron	Left	Up <input type="checkbox"/> Down <input type="checkbox"/>	Movement Correct:? (Y N)
	Right	Up <input type="checkbox"/> Down <input type="checkbox"/>	Movement Correct:? (Y N)
Rudder		Left <input type="checkbox"/> Right <input type="checkbox"/>	Movement Correct:? (Y N)
			Declared Measurements:
Trim	Elevator	Nose up	
		Nose down	
	Rudder	Right	
		Left	
	Aileron	Roll Right	
		Roll Left	
	Flaps	Full Down	
	Spoilers	Full Deflection	

- 7. Are all controls and essential equipment easily accessible with harness secured? (Y N)
- 8. Is cockpit provided with ventilation? (Y N)
- 9. Seat Strength-Are the seats built to designer's specification? (Y N)

**FLIGHT AND ENGINE CONTROLS**

- 1. Are controls placarded for identification and operation? (Y N)
- 2. Is operation of all controls smooth throughout their full range? (Y N)
- 3. Are all controls protected from jamming by foreign objects? (Y N)
- 4. Is there full throttle control travel to stop on carb or throttle body? (Y N)
- 5. No binding or jackknifing of cables during full range of throttle movement. (Y N)
- 6. No binding or rough operation of Mixture full rich to full lean. (Y N)
- 7. Carburettor heat control-full heat, ensure valve is closed and seated. When moved to full cold, ensure valve is fully seated. (Y N)
- 8. All controls operating in proper direction? (Y N)
- 9. Fuel Injection- test operation of alternate air supply (Y N)
- 10. Air Filter Check for proper installation
  - Air Box: No unsecured hardware in danger of ingestion (Y N)
  - Foam Filter: Must have screen to prevent ingestion. (Y N)

## ENGINE TESTING

You will be asked to set up the aircraft for an engine run-up.  
Inspector will check for the following during run up:

1. Engine start:                      Hard                       Easy
2. Does oil pressure rise immediately? (Y N)
3. Does engine idle smoothly? (Y N)  
    Have builder apply power and check the following:
4. Are brakes operative and holding the aircraft in position? (Y N)
5. Are the following readings or operations normal:
  - Oil temp and pressure
  - Cyl head temp
  - Exhaust Gas temp
  - Cycling of variable pitch prop
  - Engine/prop vibration
  - Cycle of Carb heat control
  - Cycle of Mixture control
  - Right and left magnetos OFF- Normal RPM drop
  - Momentary ignition switch OFF- test for no live mag

Have engine brought to idle, then shut off.

6. Shut down normal? (Y N)
7. Check for oil leaks. (Y N)

## FUEL SYSTEM

1. Is selector valve within reach of pilot with harness secured and is it placarded? (Y N)
2. Are fuel lines to accepted practice, correctly installed, and secured against vibration? (Y N)
3. Does fuel tank have a finger screen at the outlet? (Y N)
4. Are all fuel drains located at lowest point in the system with the aircraft at rest? (Y N)
5. Are fuel drains fitted with positive shut off valves? (Y N)
6. Are drain overflows clear of all structures? (Y N)
7. Are the tanks vented? (Y N)
8. Is the gascolator properly located and equipped with a suitable drain? No points in fuel lines below gascolator? (Y N)
9. Has fuel flow been checked with minimum fuel and at maximum angle of climb?  
    Did Builder record results on MDRA C14- fuel flow report? (Y N)
10. Tank supports? (Y N)
11. Is the tank compartment vented? (Y N)
12. Is fuel gauge installation and operation correct? (Y N)
13. Is the fuel system bonded? (Y N)
14. Is the fuel tank protected against chafing? (Y N)

## WING-TAIL SURFACES

1. Is general fabrication to accepted practice? (Y N)
2. Are hinges and brackets sound? (Y N)
3. Is all hardware safetied? (Y N)
4. Are all control surfaces including trim tab free of excessive play? (Y N)
5. Are all pulleys properly sized employed and complete with cable guards? (Y N)
6. Is cable fabrication to accepted practice? (Y N)
7. Are all fairleads correctly employed? (No change of direction over 3 degrees) (Y N)
8. Do all controls move freely and clearly through their full range of travel? (Y N)
9. Are all external braces, struts, etc. protected against environmental deterioration both internally and externally? (Y N)
10. Are all strut fittings to accepted practice and are end fittings in safety? (Y N)
11. Are struts free from bends and apparent defects? (Y N)
12. Are wire bracing and end fittings to accepted practice and are end fittings in safety? (Y N)

## FABRIC COVER

1. Is general workmanship to accepted practice? (Y N)
2. Are tapes and patches to accepted practice? (Y N)
3. Is rib stitching to accepted practice including spacing? (Y N)  
NOTE: Conventional rib stitching may be substituted by a demonstrated equivalent method of fastening.
4. Are dope and finish colours applied to accepted practice? (Y N)
5. Are drain grommets employed and open? (Y N)
6. Are there adequate inspection openings provided? (Y N)

## LANDING GEAR

1. Are attachment fittings per drawings? (Y N)
2. Is all hardware safetied? (Y N)
3. Are brake system components and lines or cables installed and safetied? (Y N)
4. Are wheels and brakes in good condition? (Y N)
5. Are tires sound with good tread? (Y N)
6. Does retraction system appear adequate for positive control and locking? (Y N)
7. Has a retraction test been accomplished? (Y N)
8. Did the inspector witness the retraction test? (Y N)
9. Emergency release (back up). Is pilot able to operate this control with Harness fastened? (Y N)  
**For aircraft on floats:**
10. Was the installation inspected? (Y N)
11. Is the installation per the drawings? (Y N)
12. Is there a process to drain water from the floats? (Y N)
13. Does the weight and balance record reflect the presence of the installed floats? (Y N)

## Section 1.5 Documentation

1. Have all above noted re-inspection requirements been met? (Y N)
2. Are all project records up to date? (Y N)
3. Have all the following documents been prepared for DOT?:
  - Copy of Certificate of Registration (Y N)
  - 3 Copies form 24-0079 c/w photos (Y N)
  - 2 Copies Fuel Flow statement (Y N)
  - Form C21- Inspection report(s) completed and legible
  - A nil report is required (Y N)
  - 2 copies wt and bal report, with required sample loadings (Y N)
  - 2 copies fuel flow test (Y N)
  - 3 copies statement of conformity to designer's dwgs and specs (Y N)
3. Is engine approved  or non approved  type?
4. Has the builder established a maintenance schedule in accordance with App B and the applicable items of App C of STD 625? (Y N)

## Section 1.6 Composite Structures

### GENERAL

1. Has kit of materials been purchased from a recognized dealer and do materials meet designer's specs? (Y N)
2. Has the builder constructed confidence samples and presented them for examination? (Y N)
3. Is the builder fully conversant with procedures and is he/she following kit instructions? (Y N)
4. Has the builder kept resin samples, labelled for identification, and were they presented for your examination? (Y N)
5. Do shop conditions meet minimum standards? eg-temp, humidity, cleanliness (grease, oil) (Y N)

### SHEAR WEBS, BOX SPARS, ETC

1. Has accuracy of foam cores been maintained? (Y N)
2. Are shear webs laid up in accordance with designer's instructions? (Y N)
3. Was correct cloth used on shear webs and does resin content appear correct? (eg - dry, or resin rich) (Y N)
4. Was peel ply used effectively on lay-up of shear webs? (Y N)
5. Are there any defects notable in the lay-up (eg dry areas, voids, blisters, etc.) (Y N)
6. Has builder mad any repairs to such areas? If so, are they in accordance with designer's criteria? (Y N)
7. How was cure time controlled? (Y N)
8. Were jigs used and has spar alignment been maintained? (Y N)

### SHEAR WEBS, BOX SPARS, ETC

9. Have flocking and fillers been used per designer's criteria? (Y N)
10. Is shear web inspection complete? (Y N)

### PRE PAINT INSPECTION

1. Were all major sub assemblies available for inspection? (Y N)
2. Are all lay-ups done inc accordance with designer's instructions? (Y N)
3. Is spar flagging visible and in accordance with design? (Y N)
4. Is workmanship to accepted practice? (Y N)
5. How have alignment and symmetry of aircraft been assured?  
Explain
6. Are trailing edges of surfaces true and straight? (Y N)  
Do control surfaces mate properly with wing or canard? (Y N)
7. Are surfaces flair and free of large deviation in contour? Are there voids or irregularities? (Y N)
8. Have any repairs been carried out by the builder? (Y N)  
If so, do they meet designer's criteria? (Y N)
9. Has all attachment hardware been installed an is the work in accordance with designer's instructions? (Y N)
10. Will large amounts of filler be required to prepare surfaces for paint? (Y N)
11. Is there any evidence of over-sanding of structure with resultant damage to glass-cloth structure? (Y N)
12. Does builder understand the need to adhere to designer's colour preference?  
(Light basic colours, white, pale blue, etc)? (Y N)
13. Is pre paint inspection complete? (Y N)  
If not- explain:

### FINAL INSPECTION- COMPOSITE STRUCTURES

Final inspection should be done in accordance with the inspection sheets used with more conventional aircraft but should include the following items:

1. Has the aircraft been painted in accordance with designer's recommendations? (Y N)
2. Is there any evidence of over-sanding of structure with resultant damage to glass-cloth structure? (Y N)



**Section 1.7**  
**PRE-COVER INSPECTION, GYROPLANES AND HELICOPTERS**

The pre-cover inspection is optional for helicopter and gyrocopter.

This checklist is written for the following types:

MINI 500 and RAF 1000 and 2000 SERIES , SAFARI & ROTOR WAY EXEC 162F

\* NOTE: All of the checks listed must be inspected in conjunction with the drawing requirement. No deviation should be allowed, without the written authorization from the kit supplier.

**FUSELAGE (KEEL) ASSEMBLY**

- 1. Are all welded parts to accepted practice? (Y N)
- 2. Are attachment fittings to accepted practice? (Y N)

**KEEL AND MAST ASSEMBLY**

- 1. Are all welded parts to accepted practice? (Y N)
- 2. Are all bolted parts to accepted practice? (Y N)
- 3. Are all attachment hardware employed and safetied? (Y N)
- 4. Are all attachment hardware for keel to mast plate assembly to accepted practice? (Check with drawing). (Y N)
- 5. Are all the mast and Rotor Hub assembly to accepted practice? (Check with drawing). (Y N)
- 6. Are the pre-rotator assembly parts to accepted practice? Has the builder assured symmetry? (Y N)

**FLEXIBLE MAST**

- 1. Is the torque bar and link assembly properly installed? (Check with drawing) (Y N)
- 2. Are the cheek plates properly installed and the hardware secured to accepted standard? (Y N)
- 3. Are the pivot points properly installed and secured to accepted standard? (Y N)
- 4. Are the push/pull control rods properly installed and the hardware secured to accepted standard? (Y N)  
Check all of the above for conformity to drawing.

**UNDERCARRIAGE**

- 1. Are all main axle shaft assembly parts to accepted practice? (Y N)
- 2. Are all front gear assembly parts to accepted practice? (Y N)
- 3. Are main gear assembly parts to accepted standard? (Y N)
- 4. Are tail wheel assembly parts to accepted practice and properly safetied? (Y N)
- 5. Are the axle struts assembly parts to accepted practice? (Y N)
- 6. Has the builder assured symmetry? (Y N)

**ROTOR BLADE(S) ASSEMBLY**

- 1. Are all controls secured to accepted practice? (Y N)
- 2. Are all components for the rotor blade(s) and Hub Assembly and RT sensor assembly properly assembled and secured per drawing requirement? (Y N)

**CONTROLS**

- 1. Are all control tube assembly parts to accepted practice? (check with drawing). (Y N)
- 2. Are all controls for pre-rotor assembly properly attached and secured to accepted practice? (Check with drawing). (Y N)
- 3. Are control stops provided? (Y N)
- 4. Are all controls secured and safetied? (Y N)
- 5. Are pulleys of proper diameter for bends involved, suited to cable size and provided with cable guard? (Y N)
- 6. Is cable fabrication to accepted practice? (Y N)
- 7. Has builder access to "G-No-Go" gauge to check nicropress sleeve after squeezing? (Y N)
- 8. Is all hardware throughout the control system properly installed and safetied? (Y N)
- 9. Is there full throw of all controls with seats occupied and harness secured? (Y N)

- 10. Are fairleads incorporated which alter cable direction in excess of 3 degrees? (Y N)
- 11. Are rudder pedal assembly and brake cylinder properly installed and secured to accepted practice? (Y N)
- 12. Is rudder assembly properly secured to accepted standard? (Y N)
- 13. Is horizontal stabilizer properly attached and secured to accepted standard? (Y N)
- 14. Has the builder assured symmetry? (Y N)

**TAIL BOOM AND ROTOR ASSEMBLY**

- 1. Are all holes properly drilled, free from elongation and interiors treated for protection from environmental deterioration? (Y N)
- 2. Is ventilation and drainage provided and are there any moisture traps evident? (Y N)
- 3. Are all surfaces protected against environmental deterioration? (Y N)
- 4. Is all attachment hardware employed and safetied? (Y N)
- 5. Is sheet metal fabrication to accepted practice? (Y N)
- 6. Are all rivets, where employed of proper type and suitably installed? (refer to drawing) (Y N)
- 7. Are fittings fabricated to acceptable standard and do they conform to drawing? (Y N)
- 8. Has builder ensured alignment and symmetry? (Y N)
- 9. Is the rotor assembly, applicable fittings and hardware to accepted standard and conform to drawing? (Y N)
- 10. Is the tail rotor drive tube fittings and hardware to drawing requirement? (Y N)
- 11. Are all joints for the rotor drive properly installed and is all hardware to accepted standard and properly safetied? (Y N)
- 12. Are the stabilizer plates properly installed and aligned? (see drawing) (Y N)

**Section 1.8 Helicopter Final**

**FINAL INSPECTION, GYROPLANES AND HELICOPTERS**

(MINI 500, RAF 1000 and 2000 SERIES ,SAFARI & ROTOR WAY EXEC. 162F)

**This section is mandatory for all helicopters and gyrocopters**

**GENERAL:**

- 1. Have all snags and discrepancies on previous inspection been rectified? (Y N)
- 2. Have all cowls, covers, inspection openings, fairings etc. been removed to allow access for proper inspection? (Y N)

**CABIN COCKPIT**

- 1. Instruments and gauges installation and range markings? (Y N)
- 2. Are primary instruments readily visible to pilot? (Y N)
- 3. Is fire extinguisher properly mounted and accessible with harness secured? (Y N)
- 4. Is rotor brake properly installed and all the hardware secured? (Y N)
- 5. Are the following placards installed? (Y N)
  - Stainless steel identification plate:
  - Aerobatics prohibited:
  - Passengers prohibited:
  - Amateur built warning:
  - Compass deviation card:
  - Door release (external & internal):
- 6. Are engine controls free and smooth throughout the range? (Y N)
- 7. Are seat belt to aeronautical standard (T. S.O.) or equivalent? (Y N)
- 8. Are seat belts anchored to primary structure? (Y N)
- 9. Is main rotor tachometer installed and the rotor speed limits clearly marked? (Y N)
- 10. Is the placard clearly visible stating any ballast requirement, correct per Aircraft weight and balance report? (Y N)

**KEEL AND MAST ASSEMBLY**

- 1. Are all welded parts to accepted practice? (Y N)
- 2. Are all bolted parts to accepted practice? (Y N)
- 3. Are all attached hardware employed and safetied? (Y N)
- 4. Are all attachment hardware for keel to mast plate assembly to accepted practice? (Y N)
- 5. Are all mast and Rotor Head assembly to accepted practice? (Check drawing). (Y N)
- 6. Are the pre-rotor assembly parts to accepted practice? (Y N)
- 7. Has the builder assured symmetry? (Y N)

**ROTOR BLADE(S) ASSEMBLY**

- 1. Are all main rotor control assembly(ies) properly installed?(Check the drawing). (Y N)
- 2. Are all components for the rotor blade(s), Rotor Hub, and RT sensor assembly properly assembled and secured? (Ref. Drawing). (Y N)
- 3. Are the controls for the above free and smooth throughout full range? (Y N)

**FLEXIBLE MAST ASSEMBLY**

- 1. Is the torque bar and link assembly properly installed? (Y N)
- 2. Are the cheek plates properly attached and the hardware secured to accepted standard? (Y N)
- 3. Are the pilot points properly installed and secured? (Y N)
- 4. Are the push/pull control rods properly installed and working correctly? (Get the owner to operate controls) (Y N)  
Check the whole assembly for conformity to the drawing.

**LANDING GEAR**

- 1. Are attachment fittings per drawing? (Y N)
- 2. Is all hardware safetied? (Y N)
- 3. Are brake system components and lines installed and safetied? (Y N)
- 4. Are wheel and brakes in good condition? (Y N)
- 5. Are tires sound and good tread? (Y N)
- 6. Is tail wheel properly installed? (Y N)

**TAIL BOOM AND ROTOR ASSEMBLY**

- 1. Are the surfaces free from defects`? (Y N)
- 2. Is all the attachment employed and safetied? (Y N)
- 3. Are all surfaces protected against environmental deterioration? (Y N)
- 4. Is all attachment hardware employed and safetied? (Y N)
- 5. Is sheet metal fabrication to accepted practice? (Y N)
- 6. Are all rivets where employed, of proper type (ref. drawing) and suitably installed? (Y N)
- 7. Are fittings fabricated to acceptable standard and do they conform to drawing? (Y N)
- 8. Has builder insured alignment and symmetry? (Y N)
- 9. Is the rotor assembly, applicable fittings and hardware to accepted standard and conform to drawing? (Y N)
- 10. Is the tail rotor drive tube fittings and hardware to drawing requirement? (Y N)
- 11. Are all joints for the rotor drive properly installed and is all hardware to accepted standard and properly safetied? (Y N)
- 12. Are the stabilizer plates properly installed and aligned? (see drawing). (Y N)